INLS Ship Load Plan
MPF POWG
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AGENDA

- Load Plan Analysis
- Caveats
- Implementation
- Conclusions

MPF INLS LOAD PLAN ANALYSIS

- INLS load plan constraints
  - Platforms spread load across the ships of each squadron
  - WT, CFPM, RM, DM, BM require top position on INLS stack
  - Modules located such that cranes can lift each module
  - Load limits within each ship's deck strength
  - Load position does not block pilot's line of site
  - TEU displacement minimized
- Analysis assumes
  - MEU Slice on AMSEA and Waterman
  - ABLTS removed from non flag ships
  - LCM-8 replaced with MPF Utility Boat

INLS LOAD PLAN CAVEATS

- Crane limitations/requirements
  - AMSEA and MAERSK cranes require triple or quad-lift
  - AMSEA equalizing beam must be modified
  - WATERMAN cranes require modification/certification
    - Currently certified for 100LT - will modify/certify for 115LT
    - Aft crane SWL to be increased from 70Lton to 95Lton.
      - Awaiting confirmation from the crane manufacturer that this is achievable
- Ship modifications
  - New D-rings, deck fittings and dunnage blocks required
  - Interferences removed/relocated (i.e. reefer outlets and ABLTS)
  - Trim and Stability issues verified prior to final load out
- Funds provided for required modifications in POM

MPSRON INLS LOAD PLAN

		AMSEA		WATERMAN	MAERSK		MPF (E)		
		FLAG	NON FLAG	ALT FLAG	NON FLAG	NON FLAG RRDF	WHEAT (1)	STOCKHAM (2)	MARTIN (3)
MPSRON	ONE	1	1	1	1	0			
	TWO	1	1	1	1	0			
	THREE	1	0	1	2	1			
WT		1	1	1	1	1	1	1	0
CFPM		3	3	3	3	0	0	0	0
BM		3	3	3	3	0	0	0	0
IM		3	3	3	3	0	0	0	0
CM		0	0	0	0	7	7	7	0
DM		0	0	0	0	1	1	1	0
RM		0	0	0	0	1	1	1	0
Utility Boat		2	1	2	1	1	1	1	0
ABLTS		1	0	1	0	0	0	0	0
TEU Loss per ship		20	4	30*	10	<10	1 3	3 7	+3 2

5 WT, 12 CF, 1 RRDF per MPSRON

82, 101, 48 TEU Loss MPSRON 1, 2, 3 respectively

INLS LOAD PLAN CONCLUSIONS

- Each MPS capable of loading full INLS complement
- TEU loss on all three squadrons
- WATERMAN and AMSEA require crane modifications
- Minor stow/deck modifications required on each ship
- Documentation to be updated, reviewed and approved
  - Trim and Stability Books/Programs
  - Cargo Securing Manual
  - Loading Characteristics Pamphlets

NAVFAC/MSC/N42/BIC will continue to evaluate optimum stowage and configuration to limit footprint and maintain sufficient cargo throughput capability

Questions ?